

Minutes
Of
Meeting of the State Highway Commission
Of Virginia

Richmond, Virginia
March 16, 1961

The State Highway Commission of Virginia met at the Central Highway Office in Richmond, Virginia, at 9:00 A.M. on March 16, 1961, with the Chairman, H. H. Harris, presiding.

Present: Chairman H. H. Harris, Messrs. E. P. Barrow, W. W. Chinn, Jr., S. S. Flythe, Burgess E. Nelson, S. W. Rawls, W. M. Sclater, Jr., and Tucker C. Watkins, Jr. Mr. G. Wallace Carper was absent due to illness.

On motion of Mr. Rawls, seconded by Mr. Sclater, minutes of the meeting of February 16, 1961 were approved.

Motion was made by Mr. Flythe, seconded by Mr. Chinn, that permits issued from February 17, 1961 to March 16, 1961, inclusive, as shown in records of the Department, be approved. Motion carried.

On motion of Mr. Flythe, seconded by Mr. Chinn, cancellation of permits from February 17, 1961 to March 16, 1961, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Rawls, seconded by Senator Nelson, the Commission authorized award of contract on bids received February 28, 1961 for repairs to south approach bridge of Hampton Roads Bridge-Tunnel, to the low bidder, McLann Contracting Co., Baltimore, Maryland, at their alternate bid of \$25,240.00, 10% additional to be set aside to cover the cost of engineering and additional work, to be financed from Revenue Bond Reserve Maintenance Funds. It is expected that insurance to cover the cost of these repairs will be collected after the work has been completed.

Moved by Mr. Flythe, seconded by Mr. Chinn, that WHEREAS, Section 46.1-328 of the Code of Virginia of 1930, as amended, provides in part that upon application by the governing body of any county contiguous to an incorporate city or town, the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, permit the operation of passenger buses of a total outside width in excess of 96 inches but not exceeding 102 inches, on certain highways or parts thereof designated by the Commission; and WHEREAS, the County of Henrico has requested the State Highway Commission to permit the operation of buses with a width of 102 inches on a certain highway within the county;

NOW, THEREFORE, BE IT RESOLVED: That the operation of boxes up to 102 inches in width is authorized in Henrico County on the following highway:

Route 230 (Broad Street) from the W.C.L. of Richmond to Willow Lawn Drive.
Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0060-121-102,C501, Route 60, Shoe Lane-Minton Drive (Warwick Road), City of Newport News, to the low bidder, Clyde E. Royals, Inc., Hampton, Va., at the Alternated Bid of \$315,554.99, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,650.00 for work by State forces, and \$61,300 for right of way, making a total of approximately \$410,050.00 chargeable to the project; to be financed with \$90,350.00 State; \$179,000.00 Federal, and \$140,700.00 City of Newport News funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0064-121-071,L801; 0064-114-070,L801, Route 64; 0.791 Mi. W. Int. Rt. 17-0.322 Mi. N. Int. Rt. 258, Hampton and Newport News, to the low bidder, E. W. Askew, Suffolk, Va., at the bid of \$12,105.00, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$13,300.00 chargeable to the project; to be financed with \$1,300.00 State and \$12,000.00 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0095-076-101,G302, Contract 1; Route 95; 1.637 Mi. N. Stafford-Prince William Co. Lane-0.661 Mi. N. Quantico Creek; Prince William County, to the low bidder, Bernia Snyder, White Sulphur Springs, W.Va., at the bid of \$1,443,710.21, that 10% additional be set aside for engineering and additional work, \$1,034.00 for right of way included in contract (+10%), \$1,815.00 for work by State forces, making a total of approximately \$1,590,950.00 chargeable to the project; to be financed with \$160,750.00 State and \$1,430,200.00 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0081-000-001-G301,G304,B630,B631,B632; Route 81, Int. Rt. 777-0.547 Mile W. Int. Rt. 116; Roanoke County, to the low bidder, A. B. Burton Co., Inc., Lynchburg, Virginia, at the bid of \$2,433,489.92, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,355.10 for right of way included in the contract (+10%), and \$17,352.00 for work by State forces, making a total of approximately \$2,695,550.00 chargeable to the project; to be financed with \$285,150.00 State and \$2,410,400.00 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0081-098-008, P402; 0081-077-011, P401, Route 81; 1.718 Mile W. Wythe-Pulaski Co. Line-0.854 Mile W. Int. Rt. 11 and Rt. 100; Wythe and Pulaski Counties, to the low bidder, H. A. Munn, Virginia, Virginia AND Adams Construction Co., Roanoke, Va., at the bid of \$655,590.01, that 10% additional be set aside to cover the cost of engineering and additional work and \$55.00 for work by State forces, making a total of approximately \$721,200.00 chargeable to the project (\$395,150.00 Bristol District; \$326,050.00 Salem District); to be financed with \$72,150.00 State and \$649,050 Federal funds. \$395,150.00 additional to be provided for in Bristol District 1962-63 Interstate Construction Allocation. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0095-016-002, G302, B607, B610, B612, B617, Contract No. 1; Route 95; 3.537 Miles N. Int. Rt. 207-Spotsylvania County Line, Caroline County; to the low bidder, Malic L. Teer Company, Durham, N. C., at the bid of \$1,494,049.33, that 10% additional be set aside to cover the cost of engineering and additional work, and \$2,585.00 for work by State forces, making a total of approximately \$1,646,050 chargeable to the project; to be financed with \$166,950.00 State and \$1,479,100.00 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0095-016-002, B608, B609, B613, B614, B615, Contract No. 2, Route 95; 3.537 Mile N. Route 207-Spotsylvania County Line (5 Bridges only); Caroline County, to the low bidder, A. M. Tuck, Inc., Greenwood, S. C., at the bid of \$337,863.22, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$371,650.00 chargeable to the project, to be financed with \$37,150.00 State and \$334,500.00 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0095-076-101, G304; 0001-076-104, G501, Contract No. 1, Routes 95 and 1; 0.661 Mi. N. Quantico Creek-1.526 Mile S. Neaseco Creek and Connection; Prince William County, to the low bidder, S. J. Grove & Sons Co., Camp Hill, Pennsylvania, at the bid of \$1,018,322.50, that 10% additional be set aside to cover the cost of engineering and additional work, and \$7,651.00 for work by State forces, making a total of approximately \$1,128,050.00 chargeable to the project (\$52,100.00 Primary and \$1,075,950.00 Interstate); to be financed with \$139,800 State, \$988,250 Federal Funds. Deficit for Primary Route 1, \$52,100, to be provided as follows: \$50,000 from 1961-62 Primary Construction Allocation and \$2,100 from Culpeper District Primary Construction Reserve Funds. Deficit Interstate to be provided \$388,423.00 from 1961-62 Interstate Construction Allocation. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0095-076-101, B603, B606, B607, B608, B609, Contract No. 2, Route 95; 1.637 Mi. N. Stafford Co. Line-0.661 Mi. N. Quantico Creek, Prince William County, to the low bidder, Thomas M. Munnally Co., Fairmount, W. Va., at the bid of \$448,388.20, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$493,250.00 chargeable to the project; to be financed with \$49,300 State and \$443,950 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0095-076-101, B610, B625, B611, B612, B613, B614, B615, B616, B617, B618, Contract No. 2, Route 95; 0.661 Mi. N. Quantico Creek-1.448 Mile N. Nansasco Creek; Prince William County, to the low bidder, McDowell & Wood, Inc., Salem, Va., at the bid of \$1,018,586.70, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$1,120,450.00 chargeable to the project; to be financed with \$112,050.00 State and \$1,008,400.00 Federal funds. \$1,120,450.00 to be provided for in the 1961-62 Interstate Construction Allocation. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0095-076-101, G303, Contract No. 3, Route 95; 1.526 Mile S. Nansasco Creek-1.448 Mile N. Nansasco Creek; Prince William County, to the low bidder, S.J. Groves & Sons Company, Camp Hill, Pa., at the bid of \$1,294,836.12, that 10% additional be set aside to cover the cost of engineering and additional work, and \$5,524.00 for work by State forces, making a total of approximately \$1,429,850.00 chargeable to the project; to be financed with \$148,000.00 State and \$1,281,850.00 Federal funds. \$1,429,850.00 to be provided for in the 1961-62 Interstate Construction Allocation. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0413-029-008, C508, B677, B681, B682, Route 413; 0.260 Mile N. Int. Rr. 50-D.199 Mile N. W. & O. D. R.R., Fairfax County, to the low bidder, Wright Contr. Co., Odenton, Maryland, at the bid of \$1,275,101.81, that 10% additional be set aside to cover the cost of engineering and additional work, \$590.00 for right of way included in the contract (+10%), \$19,177.00 for work by railroad, \$9,157.00 for work by State forces, \$31,996.00 for flashing light signal, \$1,064.00 for Flaggging, \$5,115.00 for State furnished material, and \$46,850.00 for utilities, making a total of approximately \$1,516,500.00 chargeable to the project; to be financed with \$156,700.00 State and \$1,359,800.00 Federal funds. \$1,469,100.00 to be provided for in the 1961-62 Interstate Construction Allocation. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0599-122-101, C501, B601, Contract No. 1, Route 599, City of Norfolk; Hampton Blvd. from 21st St. to Westover Avenue AND New Conn. with Brambleton Ave. from Westover Ave. to Bank Street; to the low bidder, Ames & Webb, Inc., Norfolk, Virginia, at the bid of \$1,295,952.94, and that 10% additional be set aside to cover the cost of engineering and additional work, and \$3,850.00 for work by State forces, making a total of approximately \$1,429,400.00 chargeable to the project; to be financed with \$339,600.00 State, \$712,250.00 Federal Funds, and \$377,550.00 from City of Norfolk. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0612-003-103, C501, Route 612; 0.68 Mi. S. Int. Rt. 18-0.29 Mi. S. Int. Rt. 18, Alleghany County, to the low bidder, D.E. Worley Construction Co., Rocky Mount, Va., at the bid of \$45,003.15, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$49,500.00 chargeable to the project; to be financed with \$24,750.00 State and \$24,750.00 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0657-006-103, C501, B603, Route 657; Int. Rt. 689 (S. Adolph)-0.065 Mile N. N. Int. Rt. 650, Smyth County, to the low bidder, B. G. Young & Sons, Inc., Johnson City, Tennessee, at the bid of \$78,034.00, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$85,830.00 chargeable to the project, to be financed with \$42,900.00 State, \$42,950.00 Federal funds. \$64,820.00 to be provided for in 1961-62 Federal Aid Matched Secondary funds to the county. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received March 8 for the construction of Project 0806-082-102, C501, B603, B604, Route 806; Int. Rt. 11 (Near Lucy Springs)-Int. Rt. 620, Rockingham County, to the low bidder, A. B. Tortence & Co., Inc., Elkton, Virginia, at the bid of \$219,047.80, that 10% additional be set aside to cover the cost of engineering and additional work and \$990.00 for right of way included in contract (+10%), making a total of approximately \$241,950.00 chargeable to the project; to be financed with \$120,950.00 State and \$121,000.00 Federal Funds. \$82,783.00 to be provided for in the county's matched 1961-62 Federal Aid Secondary Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission reject all bids received March 8 for the construction of Project 0165-064-101, C501; 0636-064-111, C501, B601; 0786-064-112, C501; 0613-064-110; C501, Contract No. 1; Routes 636, 786, 613, 163; 1.332 Mi. W. Rt. 786-D. 246 Mi. E. Rt. 786, AND 0.239 Mi. N. Int. Rt. 613-0.468 Mi. S. Int. Rt. 613, AND 1.791 Mi. S. Rt. 726-0.122 Mi. N. Rt. 726, AND 1.350 Mi. N. Int. Rt. 606-Int. Rt. 606, Norfolk County, the low bid being 11.4% over estimate, and readvertise. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, no bids having been received on March 8 for the construction of Project 0081-082-017, L801-026, L801, Route 81; 3.931 Mi. S. Int. Prop. Rt. 33-3.601 Mi. N.Int. Prop. Rt. 33, Harrisonburg Bypass, Rockingham County, the project be readvertised.

Moved by Mr. Rawls, seconded by Mr. Chism, that
WHEREAS, bids were received on March 8, 1961, for the construction of the Annex to the Central Highway Office Building; and, WHEREAS, a low bid of \$3,874,444.00 was received from the firm of Doyle and Russell of Richmond, Virginia; and, WHEREAS, this bid was reviewed by the Contract Division and by the Architects, Carnesi and Johnston, both of whom concur in the recommendation of approving the firm of Doyle and Russell as prime contractor for this project; NOW, THEREFORE, BE IT RESOLVED that the State Highway Commission hereby approves the bid of \$3,874,444.00 received from the firm of Doyle and Russell, Richmond, Virginia, as prime contractor for Annex to the Central Highway Office Building project; and, BE IT FURTHER RESOLVED that the Highway Commission directs that copy of this resolution be forwarded to the Governor of Virginia requesting his approval and authorization for award of the contract, and subject to the Governor's approval, the Highway Commission authorizes the award of this contract; and BE IT FURTHER RESOLVED that the amount of the low bid of \$3,874,444.00 and 10% additional to cover cost of engineering, supervision, additional work and incidentals, making a total of approximately \$4,261,900.00, be set aside to be financed from current Capital Outlay Funds totaling approximately \$4,000,000.00, and with future allocation of the balance if and when needed. Motion carried.

Moved by Senator Nelson, seconded by Mr. Sciatar, that
WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Rockbridge County Court House, Lexington, Virginia, at 10:00 A.M., on January 24, 1961, concerning the proposed Interstate construction of Route 81 from the intersection of Route 11 (north of Natural Bridge) to 0.44 Miles North of Intersection of Route 716 (north of Lexington), in Rockbridge County, State Project 0081-081-101, Federal Project I-81-2(10)182.

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed development as planned and their statements being duly recorded, and

WHEREAS, the economic affects of the proposed relocation have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed, now therefore,

BE IT RESOLVED, that the construction of this project be approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways, along Line "A",

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the York County Court House in Yorktown, Virginia, on February 21, 1961, concerning the proposed construction and/or reconstruction of Route 621 from Route 17 to 0.103 mile east of intersection of Route 620 at Daxe, York County, Virginia, State Project 0621-099-102, C501, Federal Project S-1285(1), and

WHEREAS, proper notice was given in advance and all those present were given full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and

WHEREAS, the economic effects of the location and the proposed improvements have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed.

NOW, THEREFORE, BE IT RESOLVED: That the construction of this project is approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways. Motion carried.

Moved by Mr. Chinn, seconded by Mr. Rawls, that
WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a Public Hearing was held at the Northumberland County Court House in Heathsville, Virginia on January 30, 1961, concerning the proposed construction and/or reconstruction of Routes 644 and 645 from near Route 646 at Gonyon to Route 649 at Ophelia, Northumberland County, State Project 0644-066-103, C301, Federal Project S-210(3), and

WHEREAS, proper notice was given in advance and all those present were given full opportunity to express their opinions and recommendation for or against the construction as planned, their statements being duly recorded, and

WHEREAS, the economic effects of the location and the proposed improvements have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed,

NOW, THEREFORE, BE IT RESOLVED; That the location of this project is approved as follows: Beginning on Route 644 near the State Asphalt Plant, between Route 360 and Gonyon, and bearing to the left to the intersection of Routes 645 and 646; then following the general location of Route 645 to the intersection of Routes 644 and 645; and then along Route 644 to the intersection of Route 649 at Ophelia. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia of 1950, as amended, request is made by the City of Portsmouth for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Portsmouth on additional streets totaling 12.95 miles that have been brought up to the standards required by this section of the Code, effective January 1, 1961, for the quarterly payment due after March 31, 1961. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Bedford for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Bedford on additional streets totaling 2.62 miles, effective beginning April 1, 1961 for the quarterly payment due July 1, 1961, to a total approved mileage of 17.47 miles. The additional mileage of streets eligible for payment, described as follows:

Orange Street	- Old Corp. Line to McGhee Street	- 1.57 mi.
Maymont Drive	- Peake Street to End	- 0.22 mi.
Mayberry Drive	- E. Main Street to End	- 0.17 mi.
Windsor Street	- Mayberry Drive to End	- 0.11 mi.
Whitefield Road	- Oakwood Street to Newton Circle	- 0.11 mi.
Baldwin Street	- Blue Ridge Avenue to Macon Street	- 0.20 mi.
Macon Street	- Baldwin Street to Huff Drive	- 0.24 mi.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Lynchburg for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Lynchburg on additional streets totaling 1.99 miles, effective beginning April 1, 1961 for the quarterly payment due July 1, 1961, to a total approved mileage of 127.11 miles. The additional mileage of streets eligible for payment, described as follows:

Indian Hill Road	- Woodcrest Drive to Evergreen Road	- 0.69 mi.
Sedgewick Drive	- Cranhill Drive to Falcon Hill Place	- 0.20 mi.
Thompson Drive	- Tate Springs Road to Turn-around	- 0.42 mi.
Cranshaw Court	- Lockview Road to Dead end	- 0.07 mi.
Hoback Drive	- Rhonda Road to Crawford Road	- 0.18 mi.
Bines Circle	- Sandusky Drive to Sandusky Drive	- 0.31 mi.
Fowler Drive	- Kenwood Place to Point 630' West	- 0.12 mi.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Sclater, that
WHEREAS, the State Highway Commission at its meeting of February 16, 1961, adopted a resolution requiring towns of less than 3,500 population to provide rights of way for improvements on the Primary System within such towns, where the cost of urban-type construction is relatively high and the improvements result in substantial benefits to the adjoining properties and to the community as a whole; now, therefore,

BE IT RESOLVED that, when improvements are requested by a town, priority will be given to requests accompanied by a guarantee that the required additional rights of way will be provided at no cost to the State, except for the credit authorized in the above cited resolution of February 16, 1961. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Chinn, that
WHEREAS, an agreement has been entered into by the State Highway Department and the Appalachian Power Company in regard to the reconstruction of certain roads and bridges as a result of the construction of the Smith Mountain project; and

WHEREAS, the Department, being desirous of obtaining betterment at Hardy's Ford crossing, agreed to furnish two used truss spans now in stock; and

WHEREAS, there are certain stock charges for the dismantling, transportation, and maintenance of these truss spans; and

WHEREAS, it is also desirable to make certain modifications which will require new materials; and

WHEREAS, the Board of Supervisors of Bedford and Franklin Counties have, by resolution, requested allocations from Industrial Access funds for this purpose.

NOW, THEREFORE, BE IT RESOLVED: That an allocation of \$13,000 is hereby made from Industrial Access funds to cover stock charges and the cost of supplementary material needed for two used truss spans to be erected at Hardy's Ford on Route 634 in Bedford and Franklin Counties. Motion carried.

Moved by Mr. Sciater, seconded by Mr. Rawls, that
WHEREAS, construction on new location is proposed on Route 83, Project 0083-025-102, between Clinchco and Haysi in Dickenson County; and whereas, it is recommended by our Highway Engineers that upon completion of the new construction of Route 83 that the old location of Route 83 remain in the Primary System and be renumbered as a continuation of Route 63 into the Town of Haysi; NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-26 of the Code of Virginia of 1950, as amended, that the new location of Route 83 beginning at a point just north of Clinchco and extending northeasterly approximately 6.20 miles to the intersection of Route 80 in Haysi, be added to the Primary System of highways; BE IT FURTHER RESOLVED, that effective upon construction and opening to traffic of new Route 83, the numbering of Route 63 be extended from Fremont north to overlap present Route 83 to a point of intersection with proposed new Route 83 just north of Clinchco, thence over the old location of Route 83 to its intersection with Route 80 in Haysi. Motion carried.

Moved by Mr. Sciater, seconded by Mr. Rawls, that
WHEREAS, Route 83 in Dickenson County has been altered and reconstructed as shown on plans for Project 0083-025-101,C1,B1; and
WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old; and two sections of the old road are to be transferred to the Secondary System of highways; NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.05 mile of the old road, shown in blue and designated as Section 1 on the plat dated October 19, 1960, Project 0083-025-101,C1,B1, be abandoned as a part of the State Highway System; BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of the Code of Virginia of 1950, as amended, 0.06 mile of the old road, shown in red and designated as Section 2 and 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways. Motion carried.

Moved by Mr. Sclater, seconded by Mr. Rawls, that
WHEREAS, Route 3 in King George County has been altered and re-
constructed as shown on plans for Project 0003-048-010,C1,C2; and
WHEREAS, three sections of the old road are no longer necessary
as a public road, the new road serving the same citizens as the
old; and two sections of the old road are to be transferred to the
Secondary System of highways;
NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5
of the Code of Virginia of 1950, as amended, 0.33 mile of the old
road, shown in blue and designated as Sections 1, 2 and 3 on the
plat dated April 8, 1960, Project 0003-048-010,C1,C2, be abandoned
as a part of the State Highway System;
BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of the
Code of Virginia of 1950, as amended, 1.13 miles of the old road,
shown in red and designated as Section 3 and 4 on the plat and
project referred to hereinabove, be transferred from the Primary
System to the Secondary System of Highways. Motion carried.

Moved by Mr. Sclater, seconded by Mr. Rawls, that
WHEREAS, Route 116 in Roanoke County has been altered and re-
constructed as shown on plans for Project 0116-080-001,C2; and
WHEREAS, one section of the old road is no longer necessary for
purposes of the State Highway System; and four sections of the
old road are to be transferred to the Secondary System of Highways;
NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.1
of the Code of Virginia of 1950, as amended, 0.18 mile of the old
road, shown in yellow and designated as Section 1 on the plat
dated September 16, 1950, Project 0116-080-001,C2, be discontinued
as a part of the State Highway System;
BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of the
Code of Virginia of 1950, as amended, 1.15 miles of the old road,
shown in red and designated as Section 2, 3, 4 and 5 on the plat
and project referred to hereinabove, be transferred from the
Primary System to the Secondary System of Highways. Motion carried.

Moved by Mr. Sclater, seconded by Mr. Rawls, that
WHEREAS, construction of Route 91 on new location, Project 0091-
095-009-012-013-014-016, has been completed and opened to traffic
which bypasses the Town of Glade Spring, and whereas, the Board
of Supervisors of Washington County and the Town Council of Glade
Spring have requested that a section of the old location be retain-
ed as a part of the Primary System and designated as Business
Route 91;
NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-26 of
the Code of Virginia of 1950, as amended, that Section 1 of the new
location of Route 91, 1.60 miles, between Station 37+19 and Station
121+00, shown in blue on the plat dated March 24, 1960, be added
to the Primary System; also, the new connection, 0.19 mile, be-
tween the old and new location shown as Section 2 in green on the
plat, be added to the Primary System for designation as a part of
Business Route 91;
BE IT FURTHER RESOLVED, that Section 3 of the old location of
Route 91 and Section 2 of the new connection, beginning at inter-
section of the new location of Route 91 at Station 37+19 and ex-
tending northeasterly through the Town of Glade Spring to the
intersection of new Route 91 at Station 98+00, to be designated
as Business Route 91. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, by proper resolutions the various Boards of Supervisors
have requested that certain roads which no longer serve as a
public necessity, be discontinued as parts of the Secondary
System of Highways:

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.7
of the Code of Virginia of 1950, as amended, the following roads
be discontinued as parts of the Secondary System of Highways,
effective this date.

LYNCHBURG DISTRICT:

AMHERST COUNTY - Old location of Route 610, Project 0610-
005-105,C1, Section 1 and 2, from Station
49+10 easterly to Station 76+60 - 0.68 mi.

PRINCE EDWARD COUNTY - Old location of Route 606, Project 0606-
073-023,C1-024, Section 1, from Station
178+00 easterly to Station 198+50 - 0.446 mi.

CULPEPER DISTRICT:

LOUISA COUNTY - Old location of Route 610, Project 0610-
054-019-020,C1, Sections 1 and 2, from
Station 47+60 easterly to Station 70+90 - 0.44 mi.

STANTON DISTRICT:

ADJUSEA COUNTY - Old location of Route 616, Project 0616-
007-032-033, Sections 1 and 3, between
Station 31+60 and Station 34+60 - 0.33 mi.

Motion carried.

Moved by Mr. Flythe, seconded by Mr. Chim, that,
WHEREAS, in connection with Route 58, State Highway Project 1717-
02, in Carroll County, the Commonwealth did acquire from Ray Felts
and Vera Felts, by deed dated February 1, 1956, recorded in the
office of the Clerk of the Circuit Court of said County in Deed
Book 109, Page 449, a parcel of land consisting of the new right
of way needed for the said Route and Project and a small tri-
angular residue lying south of the new south right of way line
and containing about 0.04 acre; and, WHEREAS, the present owner
of the lands adjoining the said triangular residue has asked
that same be conveyed to him in order that he may subdivide and
develop his adjacent property; and, WHEREAS, the State Highway
Commission has certified in writing that the said triangular
residue lying south of the south right of way line of said Route
and Project opposite approximate survey Station 249+20 and so
acquired does not constitute a section of the public road and is
deemed no longer necessary for the uses of the State Highway
System. NOW, THEREFORE, in accordance with the provisions of
Section 33-76.6 of the 1950 Code of Virginia, as amended, the
State Highway Commissioner is hereby authorized to execute in
the name of the Commonwealth a deed of quitclaim conveying the said
triangular residue so certified to the owner or owners of record
of the lands adjoining for such consideration as may be recom-
mended by the State Right of Way Engineer and approved by the
Commissioner. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Sclater, that, WHEREAS, in connection with Route 258, State Highway Project 0258-087-006, in Southampton County, the Commonwealth has entered into an agreement with the Union Bag-Camp Paper Corporation which provides for an exchange of lands in which the Corporation has agreed to convey to the Commonwealth the additional lands needed from its property for the construction of the said Project in exchange for a parcel of the right of way of the former location of Route 258 lying within the boundaries of the Corporation's lands; and, WHEREAS, this Commission at its meeting on January 5, 1961, in accordance with the provisions of Section 33-76.5 of the 1950 Code of Virginia as amended, did abandon as a public road the section of old location of Route 258 which includes the said parcel of land proposed to be conveyed to the said Corporation; and, WHEREAS, the exchange of lands so proposed is deemed by the State Highway Commissioner to be proper and in accordance with the public interest; and, WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land proposed to be conveyed to the Corporation, which lies southwest of the new southwest right of way line of the said Route and Project from a point on same opposite survey Station 436+50.53 to survey station 444+90 of the centerline of old Project 3287-04, the last-named station being in an extension of the line between the said Corporation and the lands across, does not now constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System. NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia as amended, the conveyance of the said parcel as certified to the said Corporation by deed of quitclaim and in exchange for the right of way required from the said Corporation for the new location and Project is hereby approved, and the State Highway Commissioner is hereby authorized to execute such a deed in the name of the Commonwealth. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Resolution adopted by the State Highway Commission at its meeting on May 14, 1958, designating the relocation of U. S. Route 58, Lawrenceville Bypass, a limited access highway, be revised to read as follows:

That, the proposed relocation of U. S. Route 58, Lawrenceville Bypass, from a point southwest of Lawrenceville, said point being shown as Station 555+87 on the plans for State Project 0058-012-101, and extending in a northeasterly direction to a point northeast of Lawrenceville, said point being shown as Station 784+52 on the aforementioned plans, including all necessary grade separations, interchanges, ramps, etc., be designated as a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33, of the 1950 Code of Virginia, as amended. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that WHEREAS, Section 46.1-193 of the Code of Virginia of 1950, as amended, provides for increased speed limits on divided highways for which such increased limits have been prescribed by the State Highway Commission after engineering and traffic investigations; and

WHEREAS, the Highway Department has completed the required engineering and traffic investigations for certain sections of divided highway and has determined that said highways justify increased limits.

NOW, THEREFORE, BE IT RESOLVED: That the speed limit for cars, pickup and panel trucks, buses and motorcycles be increased to 60 M.P.H. and the speed limit for trucks, road tractors or combination of vehicles designed to transport property be increased to 50 M.P.H. on the following highways:

RICHMOND DISTRICT

Route 95 - Prince George County - Length: 5.399 Miles
From: 0.731 Mi. South of Intersection of Route 35
To : 0.056 Mi. South of Intersection of Route 626

SUFFOLK DISTRICT

Route 95 (Esperia By-pass)-Greeneville County -
Length 4.54 Miles
From: Intersection Route 301 (North ofEsperia)
To : 4.54 Mi. South of Intersection Route 301

SALEM DISTRICT

Route 81 - Pulaski County - Length: 6.00 Miles
From: 1.70 Mi. E. Pulaski-Wythe County Line
To : 1.05 Mi. W. of Intersection of Route 611

Route 81 - Botetourt County - Length: 5.30 Miles
From: 0.75 Mi. North of Buchanan Corporate Limits
To : 1.20 Mi. South of Botetourt-Rockbridge County
Line

BRISTOL DISTRICT

Route 81 (Bristol By-pass)-Washington County -
Length 4.97 Miles
From: Virginia-Tennessee State Line
To : 4.97 Mi. North of Virginia -Tennessee State Line

Route 381 (Bristol Spur)-Washington County-
Length 0.89 Miles
From: N.C.L. Bristol
To : Route 81

Route 81 (Abingdon Bypass)-Washington County -
Length: 6.85 Miles
From: 12.88 Mi. North Tennessee State Line
To : 19.73 Mi. North Tennessee State Line

Route 81 - Wythe County - Length: 5.85 Miles
From: 7.57 Mi. S. Wythe-Pulaski County Line
To : 1.72 Mi. S. Wythe-Pulaski County Line

Motion carried.

Motion was made by Mr. Selater, seconded by Mr. China, that the population of towns or cities of 4,000 or over be shown on signs at exits on the Interstate System.

Mr. Rawls made a substitute motion that this matter be given further study. The motion was seconded by Mr. Flythe and carried.

The Chairman reported to the Commission the decision of the Bureau of Public Roads that the routing for Interstate Route 64 west of Richmond remain in the northern corridor.

Mr. Barrow offered the following resolution and moved its adoption, the motion being seconded by Mr. Watkins:

"WHEREAS this Commission did by resolution adopted in Richmond, Virginia on the 11th day of June, 1959, fix, locate and approve the location of a portion of Interstate Route 64 within the boundaries of the Commonwealth of Virginia, which action was duly communicated to the Bureau of Public Roads, and

"WHEREAS by letter dated on the 1st day of March, 1961, the said Bureau of Public Roads did reject the location of Interstate Route 64 as fixed by this Commission, and

"WHEREAS insufficient reasons were assigned in said letter from the Bureau for the reversal of the position of this Commission, and

"WHEREAS the authority and responsibility for the location of highways has traditionally rested with the States, and

"WHEREAS such action by the Bureau of Public Roads is a matter of grave concern to this Commission and to a great body of the citizens of this Commonwealth,

"NOW, THEREFORE, BE IT RESOLVED that this Commission does hereby appoint a committee of three, composed of H. H. Harris, Chairman, and S. S. Flythe and W. M. Selater, to fully investigate the action of the Bureau of Public Roads in rejecting the location of Interstate Route 64 as established by this Commission by resolution adopted on the 11th day of June, 1959. And this Committee is hereby authorized and empowered to seek to affirm on behalf of this Commission its action taken on said date locating Interstate Route 64.

"BE IT FURTHER RESOLVED that this Committee is authorized and directed to seek the assistance of the Governor and Attorney General of the State of Virginia and such other officials and agencies of the Commonwealth as may be deemed necessary and advisable;

"BE IT FURTHER RESOLVED that this Committee report its action taken hereunder and the results of its investigation and findings together with its recommendations to this Commission upon completion of its duties as assigned herein."

Motion was made by Senator Nelson that the resolution be amended to provide that Mr. Harris as Chairman select at least one member from the northern route and one from the southern route. The motion was seconded by Mr. Rawls and lost, Messrs. Nelson and Rawls voting Aye, and Messrs. Flythe, Chinn, Watkins, Barrow and Solater voting No.

Vote was then taken on the resolution as originally presented. The motion carried, Messrs. Flythe, Chinn, Watkins, Barrow and Solater voting Aye, and Messrs. Nelson and Rawls voting No.

On motion of Mr. Rawls, seconded by Senator Nelson, the Commission approved Tentative Allocation of Interstate and Primary Construction Funds for the fiscal year 1961-62, as attached hereto.

On motion of Mr. Solater, seconded by Mr. Rawls, the following dates were set for Public Hearings on the Tentative Allocation of Interstate and Primary Construction Funds for the fiscal year 1961-62:

Roanoke, May 25, for:
Salem District
Bristol District
Staunton District
Lynchburg District

Richmond, May 26, for:
Richmond District
Fredericksburg District
Culpeper District
Suffolk District

The Chairman extended an invitation to the Commission Members to attend the Engineers Spring Meeting, to be held at Natural Bridge on April 6 and 7.

The meeting adjourned at 10:45 A.M.

Approved:



Chairman

Attested:



Secretary

**VIRGINIA DEPARTMENT OF HIGHWAYS
ESTIMATE OF REVENUES AND APPROPRIATIONS
FISCAL YEAR 1961-62**

February 15, 1961

ESTIMATED STATE REVENUES

	<u>From 6c Tax</u>	<u>From 1c Tax</u>	<u>Total</u>
Gross Motor Fuel Tax	83,978,572	13,996,428	97,975,000
Less Refunds	5,558,824	926,471	6,485,295
Less 2 Counties not in Secondary System	1,662,604	277,101	1,939,705
Net Motor Fuel Tax	<u>76,757,144</u>	<u>12,792,856</u>	<u>89,550,000</u>
Motor Vehicle Licenses			21,790,885
M.V. Registration of Titles			735,000
M.V. Carriers' Passenger Gross Receipts Tax			300,000
M.V. Operators' License Fees			700,000
M.V. Misc. Revenue			300,000
Liq. Damages-Violation of Weight Limits			600,000
Outdoor Advertising			42,000
Tolls from State Owned Ferries			160,000
State Police - Patrol of Revenue Bond Facilities, etc.			430,000
			<u>114,807,883</u>

LESS APPROPRIATIONS FOR OTHER STATE AGENCIES

Division of Motor Vehicles:			
Maintenance and Operation	4,151,590		
Mfg. of Motor Vehicle License Tags	<u>290,000</u>	6,441,590	
Department of State Police:			
Maintenance and Operation		8,308,397	
Dept. of Agriculture and Immigration:			
Inspection of Gasoline and Motor Oils		48,900	
State Corporation Commission:			
Regulating and Taxing Motor Carriers		<u>500,000</u>	<u>13,298,887</u>
State Funds Available for Highways			101,508,998

ADD FEDERAL GRANTS

Interstate Federal Aid	91,757,531	
Primary Federal Aid	7,215,149	
Secondary Federal Aid	5,300,327	
Urban Federal Aid	<u>4,010,378</u>	
Total Federal Aid		<u>108,283,379</u>
Total State and Federal Funds for Highways		<u><u>209,792,377</u></u>

**APPROPRIATIONS
FISCAL YEAR 1961-62**

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<u>GENERAL EXPENSE</u>			
Administration and Engineering	-	5,119,500	5,119,500
Traffic and Planning - Routine Operations and Truck Weighing	-	500,000	500,000
Grounds and Buildings - Maintenance and Operations	-	320,000	320,000
Engineering Overhead Expense - (Not distributable to Projects)	-	500,000	500,000
Va. Council of Highway Investigation and Research	-	200,000	200,000
Accident Prevention, Compensation Awards and Medical Expense	-	110,000	110,000
Joint Hydraulic Study	-	4,000	4,000
Regulation of Outdoor Advertising	-	42,000	42,000
		<hr/>	<hr/>
Total General Expense		6,795,500	6,795,500

**ROAD FUNDS
FISCAL YEAR 1961-62**

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<u>PRIMARY MAINTENANCE AND REPLACEMENTS</u>			
Ordinary Operations	13,795,000		
Hopewell Ferry	115,000		
Jamestown Ferry	270,000		
Landscaps Replacement	<u>150,000</u>		
	-	14,330,000	14,330,000
<u>PRIMARY CONSTRUCTION</u>			
Primary Federal Aid and State Matching	7,215,143	7,215,143	14,430,286
30% of Sec. Fed. Aid and State Matching	1,590,098	1,590,098	3,180,196
State Construction	-	6,148,743	6,148,743
Additional State Constr. from Acts of 1960	-	<u>5,334,910</u>	<u>5,334,910</u>
Total Primary Construction	<u>8,805,241</u>	<u>20,288,994</u>	<u>29,094,135</u>
<u>INTERSTATE CONSTRUCTION</u>			
Interstate Federal Aid and State Matching	91,757,531	10,195,281	101,952,812
<u>SECONDARY MAINTENANCE AND CONSTRUCTION</u>			
70% of Secondary Federal Aid and State Matching	3,710,229	3,619,194	7,329,423
State Construction & Maintenance	-	28,308,177	28,308,177
Additional State Construction from Acts of 1960	-	<u>6,396,428</u>	<u>6,396,428</u>
Total Secondary Funds	<u>3,710,229</u>	<u>38,323,799</u>	<u>42,034,028</u>
<u>URBAN CONSTRUCTION AND MAINTENANCE</u>			
Urban Federal Aid & State Matching	4,010,378	2,179,771	6,184,149
City Streets Fund - 2/3 from Primary Construction: Regular Funds	-	4,893,490	4,893,490
Acts of 1960 Funds	-	707,679	707,679
1/3 from Primary Maintenance: Regular Funds	-	2,446,745	2,446,745
Acts of 1960 Funds	-	<u>353,839</u>	<u>353,839</u>
Total City Streets Fund	<u>-</u>	<u>8,401,753</u>	<u>8,401,753</u>
Total Urban Funds	4,010,378	10,575,524	14,585,902
<u>ACCESS ROADS TO INDUSTRIAL SITES</u>	-	1,000,000	1,000,000
Total Allocations -	<u>108,283,379</u>	<u>101,508,998</u>	<u>209,792,377</u>
(Pages 2 and 3)			

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA
MARCH 16, 1961
INTERSTATE AND PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1961-62

Tentative Allocation of State Funds:		
Regular	\$32,216,526.	\$ 38,259,115.
Acts of 1960	6,042,389.	7,215,143.
1962 Federal-aid Primary Funds		1,590,098.
1962 Federal-aid Secondary Funds (30% of Apportionment)		91,757,531.
1962 Federal-aid Interstate Funds		4,010,378.
1962 Federal-aid Urban Funds		
		<u>\$142,832,265.</u>

Total Funds APPOORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS - FISCAL YEAR 1961-62

District	Apportionment of \$47,064,356. Based on Factors of Area, Population and Mileage.	Apportionment of \$91,757,531. Federal-aid Interstate Funds on the basis of need.	Apportionment of \$4,010,378. Federal-aid Urban Funds Based on Factor of Population of Cities of 5,000 or more in accordance with Federal-aid Highway Act of 1960.	Total of Combined Funds			
	Percent	Amount	Percent	Amount			
Bristol	12.49	\$ 5,878,338.	10.97	\$10,065,801.	1.96	\$ 78,603.	\$ 16,022,742.
Salen	12.35	5,812,448.	9.01	8,267,354.	9.74	390,611.	14,470,413.
Lynchburg	11.18	5,261,795.	0.15	137,636.	6.24	250,248.	5,649,679.
Richmond	14.52	6,833,744.	17.34	15,910,756.	16.53	662,915.	23,407,415.
Suffolk	15.60	7,342,040.	16.55	15,185,872.	39.89	1,599,740.	24,127,652.
Fred'burg	7.36	3,463,937.	3.32	3,046,350.	0.79	31,682.	6,541,969.
Culpeper	15.17	7,139,663.	22.18	20,351,820.	18.86	736,357.	28,247,840.
Staunton	11.33	5,332,391.	20.48	18,791,942.	5.99	240,222.	24,364,555.
TOTAL	100.00	\$47,064,356.	100.00	\$91,757,531.	100.00	\$4,010,378.	\$142,832,265.

SUMMARY OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1961-62

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 5,601,169.
Urban Federal-aid. (Excluding \$60,135. for Planning) =	3,950,223.
Matching Urban Federal-aid = (Including Arlington County's 50%)	2,143,693.
Preliminary Engineering (Rural Primary=\$1,096,455.) = (Interstate = 4,267,999.)	5,364,454.
Rights of Way (Rural Primary=\$ 5,382,003.) = (Interstate = 15,063,528.)	20,445,531.
New Signs and Signals =	444,000.
Planning (Urban = \$ 90,233.) = (Rural Primary= 264,156.) = (Interstate = 1,529,292.)	1,883,681.
Construction (Rural Primary=\$21,907,521.) = (Interstate = 81,091,993.)	102,999,514.
Total =	<u>\$ 142,832,265.</u>

BRISTOL DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 322,737.
Urban Federal-aid (Exclusive of Planning) =	77,424.
Matching Urban Federal-aid =	38,712.
Preliminary Engineering (Rural Primary=\$168,719.) = (Interstate = 468,199.) =	636,918.
Rights of Way (Rural Primary=\$ 843,594.) = (Interstate = 1,652,469.) =	2,496,063.
New Signs and Signals =	40,000.
Planning (Urban = \$ 1,768.) (Rural Primary= 32,993.) = (Interstate = 167,763.)	202,524.
Total =	<u>\$ 3,814,378.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
77	Bland & Wythe	West Virginia State Line - South	\$ 1,000,000.
81	Washington, Smyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	7,895,792.
Total, Interstate System Construction			<u>\$ 8,895,792.</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
16	Tazewell	Between Alt. Route 16 and Route 631 Near the N.C.L. North Tazewell (Extend present Sidewalk including Walkway on Bridge over Cavitts Creek)	\$ 10,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
19	Russell	Town of Lebanon (Curb and Gutter, Sidewalk and Street Widening)	\$ 40,000.
19 & Alt. 58	Washington	Bridge and Approaches North Fork Holston River at Holston (Supplemental Allocation for Reconstruction)	250,000.
19 & 460	Tazewell & Russell	West Tazewell - West (Supplemental Allocation to Continue Reconstruction)	350,000.
21	Bland	Between Wythe County Line and Route 42 (Asphaltic Concrete Surfacing)	40,000.
21	Wythe	West Wytheville - West (Asphaltic Concrete Surfacing)	60,000.
23	Scott	Between Route 58 and Tennessee State Line (Supplemental Allocation for Dual-lane Construction)	300,000.
58	Lee	Between Rose Hill and Jonesville (Supplemental Allocation to Continue Reconstruction)	125,000.
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)	200,000.
Alt. 58	Wise	East Norton - East (Supplemental Allocation to Continue Reconstruction)	250,000.
Alt. 58	Russell	Between Banners Corner (Route 65) and Saint Paul (Supplemental Allocation for Reconstruction)	200,000.
65 & 72	Scott	Town of Dungannon (Sidewalk)	5,000.
67	Tazewell	Richlands - North (Continue Spot Improvement)	75,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
75	Washington	Town of Abingdon (Partial Allocation for Cooperative Project with Town for Relocation on Basis of 25% Town, 25% State and 50% Federal Funds)	\$ 82,572.
80	Dickenson	Between Kentucky State Line and Route 83 (Supplemental Allocation to Continue Improvement Through The Breaks)	75,000.
83	Dickenson	Hayes - Clinchco (Supplemental Allocation for Reconstruction)	275,000.
83	Buchanan	Int. Route 460 in Grundy - North (Asphaltic Concrete Surfacing)	65,000.
98	Bland	Bland Court House (Curb and Gutter, Sidewalk and Street Widening from Int. Route 21 - South to the Courthouse)	60,000.
107	Smyth	Chilhowie - Saltville (Partial Allocation for New Construction)	250,000.
140 & 11	Washington	New Connection Between Route 11 and the Int. of Route 81 Near Abingdon (Partial Allocation)	125,000.
460	Buchanan	East Vansant - East (Supplemental Allocation to Continue Dual-laning)	450,000.
-	-	Guard Rail - District Wide	25,000.
Total, Rural Primary System Construction			\$ 3,312,572.
1961-62 Bristol District Total			\$ 16,022,742.

SALEM DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 717,497.
Urban Federal-aid (Exclusive of Planning) =	384,752.
Matching Urban Federal-aid =	192,376.
Preliminary Engineering (Rural Primary=\$152,944.) = (Interstate = 384,547.)	537,491.
Rights of Way (Rural Primary=\$ 764,724.) = (Interstate = 1,357,224.)	2,121,948.
New Signs and Signals =	37,000.
Planning (Urban = \$ 8,788.) (Rural Primary= 32,623.) = (Interstate = 137,789.)	179,200.
 Total =	 <hr/> <u>\$ 4,170,264.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
81	Botetourt & Roanoke	Rockbridge County Line - South, Including Roanoke- Salem By-Pass (Supplemental Allocation)	\$ 4,306,389.
581	Roanoke County & City of Roanoke	Roanoke Spur (Between Route 81 and Elm Avenue)	3,000,000.
Total, Interstate System Construction			<hr/> <u>\$ 7,306,389.</u>

SALEM DISTRICT (CONTINUED)

PRIMARY SYSTEM

RURAL CONSTRUCTION

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Pulaski	Route 100 (Dublin) - E.C.L. Pulaski (Asphaltic Concrete Surfacing on Sections)	\$ 38,000.
57	Patrick	West Henry County Line - West (Continue Reconstruction)	125,000.
Alt. 57 & 57	Henry	Int. Routes 682 and 683 - Stanleytown (Continue Reconstruction)	175,000.
58	Carroll	Between Hillsville and Woodlawn (Supplemental Allocation)	140,000.
58	Henry	East Martinsville - East (Supplemental Allocation to Continue Dual-laning)	450,000.
61	Giles	Town of Narrows (Supplemental Allocation for Reconstruction)	75,000.
97	Carroll	Grayson County Line - East (Supplemental Allocation for Widening and Easing of Curves)	75,000.
112	Roanoke	Between Route 81 and Route 11 West of Salem (Partial Allocation for New Construction)	50,000.
116	Roanoke & Franklin	Roanoke-Franklin County Line - East and West (Continue Reconstruction)	300,000.
119	Roanoke	S.G.L. Salem - Cave Spring (Supplemental Allocation for Reconstruction)	200,000.
220	Henry	Relocation at Ridgeway (Supplemental Allocation)	201,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Franklin	Grade Separation Structure at Route 674 on the Rocky Mount By-Pass	\$ 80,000.
220	Roanoke	South Roanoke - South (Partial Allocation for Dual-laning)	150,000.
221	Floyd	In Floyd Court House - East (Curb and Gutter from Route T-619 - East)	75,000.
221	Roanoke	North Int. Route 119 - South (Asphaltic Concrete Surfacing)	45,000.
311	Craig	In New Castle - South (Asphaltic Concrete Surfacing)	32,500.
460	Giles	East Hogen Store - East (Continue Reconstruction)	250,000.
460	Giles	Narrows - West (Begin Reconstruction)	250,000.
460	Montgomery	Cambria - Blacksburg (Supplemental Allocation for Dual-laning)	250,000.
501	Bedford	W.C.L. Lynchburg - West (Asphaltic Concrete Surfacing)	22,260.
-	-	Guard Rail - District Wide	10,000.
Total, Rural Primary System Construction			\$ 2,993,760.
1961-62 Salem District Total			\$ 14,470,413.

LYNCHBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 553,450.
Urban Federal-aid (Exclusive of Planning) =	246,494.
Matching Urban Federal-aid =	123,247.
Preliminary Engineering (Rural Primary=\$179,597.) = (Interstate = 6,402.) =	185,999.
Rights of Way (Rural Primary=\$675,726.) = (Interstate = 22,595.) =	698,321.
New Signs and Signals =	47,000.
Planning (Urban = \$ 5,631.) (Rural Primary = 29,533.) = (Interstate = 2,294.)	37,458.
Total =	<u>\$ 1,891,969.</u>

INTERSTATE SYSTEM

CONSTRUCTION

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 121,638.
Total, Interstate System Construction			<u>\$ 121,638.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

15	Charlotte	Between Barnes Junction and Mecklenburg County Line (Supplemental Allocation to Continue Reconstruction)	\$ 275,000.
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1/ Specific location shown may be shifted, depending upon location of Interstate System.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Buckingham	Between Sprouses Corner and Sheppards (Continue Reconstruction)	\$ 200,000.
15	Prince Edward	S.G.L. Farsville - Route 133 at Kingsville (Asphaltic Concrete Surfacing)	40,000.
15 & 360	Charlotte	Between Keysville and Wyliesburg (Asphaltic Concrete Surfacing)	120,000.
15 & 360	Charlotte	Keysville By-Pass (Partial Allocation)	325,000.
29	Pittsylvania	Chatham By-Pass (Supplemental Allocation)	375,000.
29	Amherst	Between North Int. Route 130 and Sweet Brier (Asphaltic Concrete Surfacing)	90,000.
29	Campbell	Lynchburg - South (Supplemental Allocation to Extend Dual-laning to Airport Road)	230,000.
29A	Campbell	Between Lynchburg Corporate Limits and Route 297 (Supplemental Allocation for New Construction)	175,000.
41	Pittsylvania	Danville - Northwest (Supplemental Allocation to Continue Reconstruction)	75,000.
47	Charlotte	Between Drakes Branch and Route 360 (Supplemental Allocation for Reconstruction)	50,000.
49	Halifax	Between Virgilina and Mecklenburg County Line (Partial Allocation for Reconstruction)	100,000.
51	Pittsylvania	West Danville - West (Supplemental Allocation to Continue Curb and Gutter and Pavement Widening)	52,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Pittsylv- vania	W.C.L. Danville - Route 51 (Begin Dual-laning)	\$ 100,000.
58	Pittsylv- vania	West Danville - West (Supplemental Allocation to Continue Dual-laning)	250,000.
60	Cumberland	Cumberland Court House (Extend Curb and Gutter and Sidewalk - West)	30,000.
60	Appomattox & Nelson	New Bridge over James River and Chesapeake & Ohio Railway at Bent Creek (Supplemental Allocation for Reconstruction)	325,000.
151	Nelson	Bridges and Relocation Goodwins and Williams Creeks Near Avon (Supplemental Allocation for Reconstruction)	150,000.
360	Halifax	Between Route 304 and Clover (Partial Allocation for Dual- laning)	400,000.
460	Appomattox	Town of Appomattox (Supplemental Allocation for Curb and Gutter, Sidewalk and Street Widening)	25,000.
501	Halifax	Between Route 643 (South of Rosa School) and Route 603 (Volens) (Asphaltic Concrete Surfacing)	49,072.
501	Halifax	Staunton River Bridge - South (Supplemental Allocation)	200,000.
Total, Rural Primary System Construction			\$ 3,636,072.
1961-62 Lynchburg District Total			\$ 5,649,679.

RICHMOND DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) :	\$ 840,175.
Urban Federal-aid (Exclusive of Planning) :	652,971.
Matching Urban Federal-aid :	326,485.
Preliminary Engineering (Rural Primary=\$145,356.) (Interstate = 740,071.) :	885,427.
Rights of Way (Rural Primary=\$ 726,780.) (Interstate = 2,612,016.) :	3,338,796.
New Signs and Signals :	53,000.
Planning (Urban = \$ 14,916.) (Rural Primary: 38,353.) : (Interstate = 265,179.)	318,450.
 Total :	 <u>\$ 6,415,304.</u>

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	New Kent & Henrico	Bottoms Bridge - West (Supplemental Allocation)	\$ 11,061,352.
95	Henrico & Hanover	Richmond - North (Supplemental Allocation)	3,000,000.
Total, Interstate System Construction			<u>\$ 14,061,352.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

1	Brunswick	Route 46 - South (Asphaltic Concrete Surfacing)	\$ 33,000.
5	Charles City	Bridge over Chickahominy River (Richmond District's Share to Replace Deck on Swing Span and Repair Control House)	28,000.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Goochland	Henrico County Line - West (Asphaltic Concrete Surfacing)	\$ 23,000.
6 & 522	Goochland	Goochland Court House (Asphaltic Concrete Surfacing)	8,500.
6	Goochland	Georges Tavern - West (Continue Improvement)	75,000.
10	Chesterfield	East Route 1 - East (Supplemental Allocation to Dual- lane Gap at Seaboard Airline Railroad Overpass)	100,000.
10	Chesterfield	New Bridge over Appomattox River at Hopewell (Supplemental Allocation)	300,000.
15	Mecklenburg	North Clarksville - North (Continue Reconstruction)	300,000.
15 & 58	Mecklenburg	Town of Clarksville (Supplemental Allocation for Curb and Gutter and Sidewalk)	47,759.
33	New Kent	Between West Point and Route 166 (Supplemental Allocation for Four-laning)	200,000.
40	Lunenburg	Victoria - Kenbridge (Partial Allocation to Widen and Surface with Asphaltic Concrete)	80,000.
47 & 49	Mecklenburg	Town of Chase City (Partial Allocation for New Overpass over Southern Railway)	85,000.
49	Nottoway	Between Crews and The Falls (Reconstruction of Sections)	75,000.
58	Brunswick	Lawrenceville By-Pass (Supplemental Allocation)	250,000.
60	Powhatan	Route 522 - West (Asphaltic Concrete Surfacing)	46,300.
60	Chesterfield	Powhatan County Line - East (Asphaltic Concrete Surfacing on Sections)	24,200.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
79	Hanover	Between Route 1 and Route 95 (Partial Allocation for New Construction)	\$ 125,000.
137	Lunenburg	Kenbridge - Southeast (Supplemental Allocation for Reconstruction)	80,000.
156	Charles City & Prince George	Bridge over James River Near Hopewell (Supplemental Allocation)	450,000.
360	Hanover	Pamunkey River Bridge - West (Supplemental Allocation to Continue Dual-laning)	300,000.
460	Nottoway	West Dinwiddie County Line - West (Supplemental Allocation to Continue Reconstruction)	300,000.
Total, Rural Primary System Construction			<hr/> \$ 2,930,759. <hr/>
1961-62 Richmond District Total			<hr/> \$ 23,407,415. <hr/> <hr/>

FREDERICKSBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 84,017.
Urban Federal-aid (Exclusive of Planning) =	32,207.
Matching Urban Federal-aid =	15,604.
Preliminary Engineering (Rural Primary=\$118,352.) = (Interstate = 141,696.)	260,050.
Rights of Way (Rural Primary=\$541,435.) = (Interstate = 500,109.)	1,041,544.
New Signs and Signals =	15,000.
Planning (Urban = \$ 713.) (Rural Primary = 19,442.) = (Interstate = 50,773.)	70,928.
Total =	<u>\$ 1,518,350.</u>

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

95	Stafford, Spotsylvania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 2,692,253.
Total, Interstate System Construction			<u>\$ 2,692,253.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

2	Caroline	Town of Bowling Green (Curb and Gutter, Sidewalk and Street Widening from the Int. of Route 301 to the N.C.L.)	\$ 25,000.
2 & 17	Spotsylvania	Fredericksburg - South (Asphaltic Concrete Surfacing)	25,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Spotsylvania	Relocation of Int. Routes 3 and 20 at Wilderness Run (Fredericksburg District's Share)	\$ 100,000.
3	Mathews	Between Route 14 (Fort Nonsense) and the West Int. Route 198 at Soles (Widen and Surface with Asphaltic Concrete)	66,366.
3	Spotsylvania	West Fredericksburg - West (Supplemental Allocation to Continue Reconstruction)	275,000.
3	Westmoreland	Between Montross and Route 347, Entrance Westmoreland State Park (Asphaltic Concrete Surfacing)	42,000.
3	Westmoreland	King George County Line - East (Reconstruction of Sections)	200,000.
17	Caroline	East Route 301 - East (Asphaltic Concrete Surfacing)	12,000.
17	Essex	Brays Fork - East (Asphaltic Concrete Surfacing)	13,000.
17	Gloucester	Glenns - Route 198 (Asphaltic Concrete Surfacing)	14,000.
17	Caroline	Bridge and Approaches Mount Creek (Supplemental Allocation for Reconstruction)	75,000.
30	King William	Between Mangohick and Central Garage (Supplemental Allocation for Reconstruction of Sections)	100,000.
200	Northumberland	Wicomico Church - North and South (Reconstruction of Sections)	175,000.
202	Westmoreland	Between Templeman Cross Roads and Hague (Asphaltic Concrete Surfacing)	30,000.
202	Northumberland	Westmoreland County Line - Callao (Asphaltic Concrete Surfacing)	25,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
207	Caroline	Between Route 1 and Route 95 (Reconstruction)	\$ 50,000.
207	Caroline	Bowling Green - South (Asphaltic Concrete Surfacing)	130,000.
227	Middlesex	Route 39 - Urbanna (Asphaltic Concrete Surfacing)	18,000.
301	Caroline	Bowling Green - South (Asphaltic Concrete Surfacing)	56,000.
301	King George	Potomac River Bridge - South (Supplemental Allocation for Dual-laning)	450,000.
360	Essex & Richmond	Downing Bridge at Tappahannock (Supplemental Allocation Toward New Bridge)	450,000.
Total, Rural Primary System Construction			\$ 2,331,366.
1961-62 Fredericksburg District Total			\$ 6,541,969.

SUFFOLK DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 2,173,801.
Urban Federal-aid (Exclusive of Planning) =	1,575,744.
Matching Urban Federal-aid =	787,872.
Preliminary Engineering (Rural Primary=\$ 97,142.) = (Interstate = 706,354.)	803,496.
Rights of Way (Rural Primary=\$ 485,709.) = (Interstate = 2,493,014.)	2,978,723.
New Signs and Signals =	50,000.
Planning (Urban = \$ 35,994.) = (Rural Primary = 41,208.) = (Interstate = 253,098.)	330,300.
 Total =	 \$ 8,699,936.

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	City of Norfolk	Between Route 58 (Virginia Beach Boulevard) and Granby Street (Supplemental Allocation)	\$ 5,000,000.
64	City of Newport News & James City & York Counties	Newport News - West	8,420,725.
 Total, Interstate System Construction			 \$ 13,420,725.

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
5	James City	Bridge over Chickahominy River (Suffolk District's Share to Replace Deck on Swing Span and Repair Control House)	\$ 28,000.
10	Surry & Isle of Wight	Bridge and Approaches Lawns Creek	40,000.
13	Northampton	Bayview - North and South (Supplemental Allocation to Continue Dual-laning)	400,000.
17	York	Harris Grove (Route 704) - East (Supplemental Allocation for Dual-laning)	200,000.
58	Nansemond	Suffolk - Magnolia (Supplemental Allocation for Dual-laning)	250,000.
58	Southampton	Franklin - Courtland (Supplemental Allocation for Dual-laning)	250,000.
60	Princess Anne	Lynnhaven Bridge - East (Supplemental Allocation)	55,000.
60	James City	West Williamsburg - West (Continue Reconstruction)	200,000.
166	Norfolk	Bridge over Southern Branch Elizabeth River (Supplemental Allocation)	243,991.
166	Princess Anne	Route 13 (Diamond Springs) - Route 60 (Supplemental Allocation for Dual-laning)	240,000.
258	Isle of Wight	South Windsor - South (Continue Reconstruction)	100,000.
Total, Rural Primary System Construction			\$ 2,006,991.
1961-62 Suffolk District Total			\$ 24,127,652.

GULFPEER DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 454,104.
Urban Federal-aid (Exclusive of Planning) =	745,012.
Matching Urban Federal-aid = (Including Arlington County's 50%)	541,088.
Preliminary Engineering {Rural Primary=\$137,850.} {Interstate = 946,642.} =	1,084,492.
Rights of Way {Rural Primary=\$ 861,561.} {Interstate = 3,341,090.} =	4,202,651.
New Signs and Signals *	175,000.
Planning {Urban = \$ 17,018.} {Rural Primary= 40,073.} = {Interstate = 339,197.}	396,288.
Total =	\$ 7,598,635.

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

66	Prince William & Fairfax	Between Gainesville and Capitol Beltway (Supplemental Allocation)	\$ 4,000,000.
95	Fairfax & Prince William	Woodbridge - North and South (Supplemental Allocation)	3,286,204.
495 (Old 413)	City of Alexandria & Fairfax County	Capitol Beltway (Supplemental Allocation)	8,700,000.
Total, Interstate System Construction			\$ 17,986,204.

PRIMARY SYSTEM

RURAL CONSTRUCTION

1	Fairfax	Between Penn-Dew and Snake Hill (Supplemental Allocation for Widening to Six Lanes)	\$ 150,000.
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CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Prince William	Channelisation at Intersection of New Route 234	\$ 50,000.
3 & 20	Orange	Relocation of Intersection at Wilderness Run (Culpeper District's Share)	50,000.
6	Fluvanna	West Fork Union - West (Supplemental Allocation for Reconstruction)	60,000.
7	Fairfax	Between Seven Corners and Alexandria (Asphaltic Concrete Surfacing)	49,001.
7	Loudoun	Town of Purcellville (Continue Improvement)	25,000.
7	Fairfax	Intersection with the Dulles International Airport Road Near Tysons Corner (Reconstruction Through the Intersection)	130,000.
15	Culpeper	Culpeper - South (Base Vertical Curves)	80,000.
15	Prince William & Loudoun	Between Routes 29 and 211 and Gilberts Corner (Strengthen and Surface with Asphaltic Concrete)	100,000.
15 & 29	Culpeper	Brandy - North (Asphaltic Concrete Surfacing)	30,000.
17	Fauquier	North Stafford County Line - North (Supplemental Allocation to Continue Reconstruction)	400,000.
20	Orange	Barboursville - North (Supplemental Allocation for Reconstruction)	100,000.
28	Prince William	North Nokesville - North (Supplemental Allocation to Continue Reconstruction)	55,000.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
28	Fairfax	South Centreville - Route 66 (Partial Allocation for New Construction)	\$ 84,000.
29	Albemarle	South Charlottesville - South (Supplemental Allocation to Continue Reconstruction)	400,000.
29A	Albemarle	Charlottesville By-Pass (From Route 290 West To Route 29 South)	225,000.
120	Arlington	Intersection of Glebe Road and Wilson Boulevard (Modification of Channelization Islands)	15,000.
123	Fairfax	McLean By-Pass (Supplemental Allocation)	450,000.
231	Orange & Madison	Bridge over Rapidan River (Supplemental Allocation for New Bridge)	100,000.
309	Arlington	Widen Culvert at Little Pimmit Run Near North Edison Street	10,000.
522	Louisa	Bridge and Approaches South Anna River (Supplemental Allocation for New Bridge)	100,000.
Total, Rural Primary System Construction			\$ 2,663,001.
1961-62 Culpeper District Total			\$ 28,247,840.

URBAN FEDERAL-AID PROJECTS

Not included in above Rural Allocations
(To be financed 50% Urban Federal-aid
and 50% State Matching)

50	Arlington	Between Theodore Roosevelt Memorial Bridge and Court House Road (Reconstruction to Six Lanes Divided)	\$500,000.
120	Arlington	Between North Upland Street and Chain Bridge (Supplemental Allocation to Construct Four Lanes Divided)	174,328.
TOTAL :			\$674,328.

STAUNTON DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 455,388.
Urban Federal-aid (Exclusive of Planning) =	236,619.
Matching Urban Federal-aid =	118,309.
Preliminary Engineering (Rural Primary=\$ 96,495.) = (Interstate = 874,086.)	970,581.
Rights of Way (Rural Primary=\$ 482,474.) = (Interstate = 3,085,011.)	3,567,485.
New Signs and Signals =	27,000.
Planning (Urban = \$ 5,405.) (Rural Primary= 29,929.) = (Interstate = 313,199.)	348,533.
Total =	<u>\$ 5,723,915.</u>

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

81	Rockbridge	Botetourt County Line - North (Supplemental Allocation)	\$ 6,607,640.
81	Rockingham	Harrisonburg By-Pass - North (Supplemental Allocation)	3,000,000.
81	Frederick, Warren & Shenandoah	Winchester - North and South (Supplemental Allocation)	7,000,000.
Total, Interstate System Construction			<u>\$ 16,607,640.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

33	Rockingham	East Harrisonburg - East (Supplemental Allocation to Continue Dual-laning)	\$ 500,000.
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STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
39	Bath	Between Millboro Springs and Mill Creek (Continue Reconstruction)	\$ 100,000.
39	Rockbridge	S.C.L. Goshen - South (Supplemental Allocation for Reconstruction, Including Curb and Gutter)	40,000.
42	Shenandoah	Between Woodstock and Columbia Furnace (Continue Reconstruction)	40,000.
42	Rockingham	Route 260 Near Timberville - Broadway (Four-laning)	220,000.
50	Frederick	West Winchester - West (Supplemental Allocation to Continue Reconstruction)	300,000.
55	Warren	East and West of Front Royal (Asphaltic Concrete Surfacing on Sections)	87,000.
60	Alleghany	East and West of Covington (Asphaltic Concrete Surfacing on Sections)	61,000.
211	Page	West Rappahannock County Line - West (Reconstruction)	200,000.
276	Rockingham	South Route 33 - South (Continue Improvement)	100,000.
277	Frederick	Between Route 11, Stephens City and Route 81 (Reconstruction)	20,000.
522	Frederick	Winchester - West (Begin Dual-laning)	350,000.
-	-	Guard Rail - District Wide	15,000.
Total, Rural Primary System Construction			\$ 2,033,000.
1961-62 Staunton District Total			\$ 24,364,555.